

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SOURCE:

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1. In 1953 the Chinese Communists were planning to increase and to replace rolling stock with cars and locomotives from the Soviet Union and Czechoslovakia. No new freight cars, however, were in operation on the Tsinan-Tsingtao line, only old ones repaired and repainted. All of the locomotives were old American, British, and Japanese locomotives; and even the famous MAO Tse-tung locomotive was made from imported parts and assembled in China. No Czechoslovakian locomotives were running on the Tsinan-Tsingtao line, although there were many Czechoslovakian automobiles in Peiping. There were no electric locomotives and no Diesel locomotives in the Tsinan administration area.
2. According to the official Railway Gazette, 2,000 passenger and freight cars were assigned to the Tsinan-Tsingtao Railway. Gross weight was painted on the freight cars in Arabic numbers and in Chinese characters. In late 1953, passenger cars on Chinese Communist railways were classified into six groups according to state of repair and age. The best were groups 1 and 2, in service between Peiping and Manchouli. Classes 3 and 4 ran between Peiping and Shanghai, and 5 and 6 between Peiping and Hankow. Classes 1 and 2 were the former "Blue Express" cars and were of U.S. make. Classes 3 through 6 were old first-class sleeping cars. Freight cars were not assigned to any special area but were sent wherever they were needed.
3. The repair of cars depended on the budget allotment given to an individual line by the Ministry of Railways. Cars were put into two classifications for repairs, over-all repairs and minor repairs. The cars and locomotives on the Tsinan-Tsingtao Railway were sent to the Saifang Workshop for locomotive repairs; to Tsinan for freight car repairs, and to P'uuchen (N 32-08, E 118-44) for passenger car repairs. Minor repairs were made by the engineering offices of the individual lines. Tsingtao and Tsinan each had an engineering office for this purpose as did every railway branch line. The "punctuality drive" emphasized keeping everything in constantly serviceable

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condition and had the effect of making the railway employees avoid repairs on operating cars and locomotives. Only when locomotives were taken off the line were any repairs made. Locomotive inspection stations on the Tsinan-Tsingtao line were at Tsingtao, Fangtzu (N 36-37, E 119-11), Chengtien (N 37-32, E 47-08), and Tsinan. Locomotives that had been repaired frequently had to be sent back after testing because of faulty repair work. Traffic and repair-shop personnel were in constant disagreement over this problem. The repair shops were not facing any shortages in parts because of huge Japanese stockpiles.

4. The number of cars and locomotives kept in reserve was considerably less than 10 percent. There were two purposes for holding rolling stock in reserve: for special service, i.e., for special trains for very important persons; and disaster reserve for such emergencies as floods.
5. Until 1952 a loading gauge to measure the volume of cars was used. Since 1952 a Soviet method had been put into use, the details of which were not known. Grain was always shipped in jute bags and there was no problem in converting freight cars as grain carriers. There were no refrigerator cars.

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